

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of Claims:**

1-8. (canceled).

9. (previously amended) An actuator assembly for a vehicle, the actuator assembly adapted to be controlled by a vehicle operator, the actuator assembly comprising:
  - a) a cross member of the vehicle;
  - b) a rail having a lip attached to the cross member;
  - c) an actuator attached to the rail;
  - d) an actuator arm slidably attached to the rail and having a first end attached to the actuator, the actuator operable to linearly move the arm;
  - e) a mounting plate having an end attached to an air valve and another end attached to a second end of the actuator arm, the actuator operable to move the air valve between a first position in which air is admitted to an air bag mounted in the vehicle and a second position in which air is released from the air bag;
  - f) an air hose pneumatically communicating the air valve and the air bag;
  - g) a rod having an end in contact with an axle of the vehicle and another end connected to the air valve; and
  - h) a control switch connected to the actuator to allow the vehicle operator to move the actuator.

10. (previously amended) The actuator assembly according to claim 9, further comprising:

- a) a channel located within the rail;
- b) a first ball bearing located within the channel and retained by the lip; and
- c) a stud extending from the first ball bearing through the actuator arm and attached to an actuator shaft.

11. (original) The actuator assembly according to claim 9, further comprising:

- (a) a position plate attached to the actuator arm;
- (b) a first indicator switch mounted to the rail, the position plate operable to engage the first switch as the actuator arm is moved, the switch generating an electrical signal representative of the position of the actuator arm relative to the axle.

12. (previously amended) The actuator assembly according to claim 11, further comprising:

- (a) a second indicator switch mounted to the rail, the position plate operable to engage the second switch as the actuator arm is moved, the second switch generating an electrical signal representative of soft ride firmness.

13. (previously amended) The actuator assembly according to claim 12, further comprising:

(a) a third indicator switch mounted to the rail, the position plate operable to engage the third switch as the actuator arm is moved, the third switch generating an electrical signal representative of hard ride firmness.

14. (previously amended) The actuator assembly according to claim 10 wherein a second ball bearing is located within the channel spaced apart from the first ball bearing, the second ball bearing having a second stud attached to the actuator arm.

15. (original) The actuator assembly according to claim 13, wherein a control panel is connected to the indicator switches and to the linear actuator, the control panel providing a signal to the operator indicative of the ride firmness of the vehicle.

16. (canceled).

17. (previously amended) An actuator assembly for moving an air valve between a first position in which air is admitted to an air bag mounted in a vehicle and a second position in which air is released from the air bag, the air valve pneumatically communicating with the air bag, the air valve having a rod in contact with an axle of the vehicle, the assembly comprising:

- a) a rail attachable to a cross member of the vehicle;
- b) an actuator attached to the rail, the actuator having a movable shaft;
- c) an actuator arm attached to the rail and having a first end attached to the actuator, the actuator operable to linearly move the arm;
- d) a ball bearing movably retained within the rail, the ball bearing having a stud extending from the ball bearing through the actuator arm and attached to the actuator shaft; and
- e) a mounting plate having an end attached to the air valve and another end attached to a second end of the actuator arm, the actuator operable to move the air valve between the first and second positions so as to adjust the ride firmness of the vehicle.

18. (original) The actuator assembly according to claim 17, wherein a position plate is attached to the actuator arm and at least one indicator switch is mounted to the rail, the position plate operable to engage the switch as the actuator arm is moved, the switch generating an electrical signal representative of the position of the actuator arm relative to the axle.

19-24. (canceled)